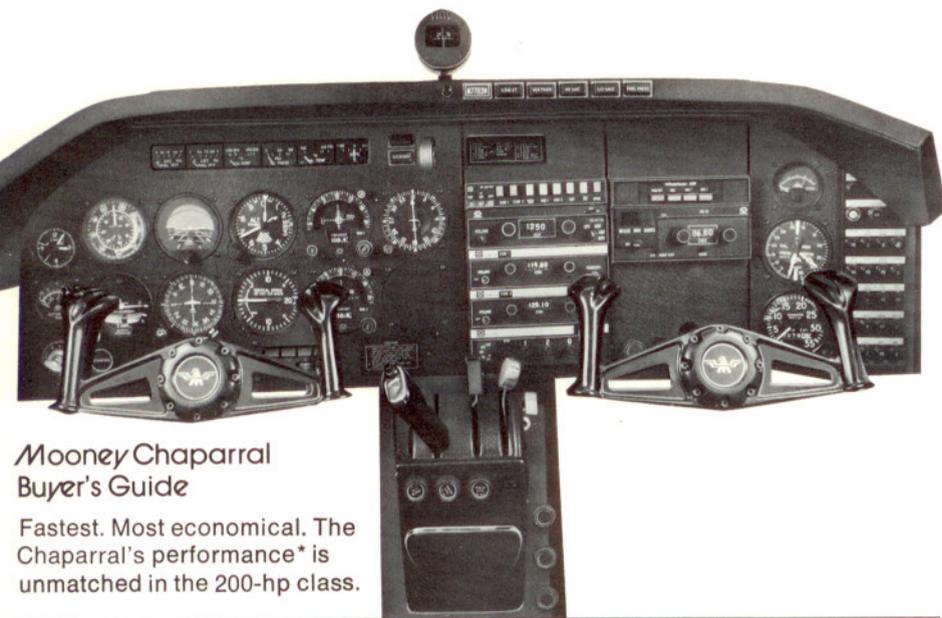


Mooney Chaparral





Full flight instrumentation, including pictorial gyros and turn coordinator, are standard. Choose from several radio packages using Narco or King equipment, each clean-room tested and factory installed for reliability.

Mooney Chaparral Buyer's Guide

Fastest. Most economical. The Chaparral's performance* is unmatched in the 200-hp class.

	Mooney Chaparral	Arrow II	Cardinal RG	Viking 300	Bonanza F33A
Cruise (75% power)	184mph	165mph	171mph	186mph	199mph
Miles per gallon (75% power)	18.0	15.7	15.9	12.1	12.9
Maximum range (75% power)	938mi.	752mi.	953mi.	910mi.	956mi.
Rate-of-climb	1,125fpm	900fpm	925fpm	1,210fpm	1,136fpm
Service ceiling	21,200ft.	15,000ft.	17,100ft.	19,300ft.	17,500ft.
Stall speed (V _{so})	57mph	64mph	57mph	72mph	63mph

*Comparisons based on manufacturers' information published in 1975 FLYING ANNUAL. Naturally, performance may vary with conditions. Consult FAA-approved flight manuals for details.

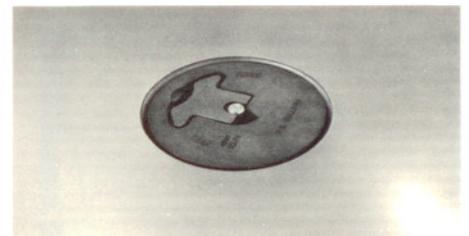


Rugged Mooney gear has no fancy hydraulics or oleos to run up shop bills. Positive-action energy-absorbing electric gear retracts or extends in just seconds.

Mooney Chaparral Specification and Performance Highlights

Engine	Lycoming 10-360-A1A
Horsepower	200
Gross weight	2575 lbs. (1168 kg)
Wing span	35 ft. (10.7 m)
Length	23'2" (7.1 m)
Height	8'4" (2.5 m)
Power loading	12.9 lbs./HP (5.8 kg/HP)
Wing loading	15.4 lbs./sq. ft. (75.4 kg/sq. m)
Luggage capacity	120 lbs. (54 kg)
Fuel capacity, usable	52 gal. (197 l)
Wheel tread	9'¾" (2.8 m)
Wing area	167 sq. ft. (15.5 sq. m)
Landing gear	Retractable
Number of seats	4

Top speed	190 mph/165 k (306 km/h)
Cruise speed, 75% power	184 mph/160 k (297 km/h)
Rate of climb at sea level	1125 fpm (5.72 m/sec)
Takeoff run, 0 wind S/L std. day	760 ft. (232 m)
Landing roll, 0 wind S/L std. day	595 ft. (181 m)
Stall speed (gear & flaps down, power off)	57 mph/49 k (92 km/h)
Service ceiling	21,200 ft. (6462 m)
Fuel flow, 75% power	10.2 gal./hr. (38.6 l/h)
Range, 75% power, 45 min. reserve	798 sm/693 nm (1284 km)
Optimum cruising range, 55% power, optimum altitude	840 sm/729 nm (1352 km)



The Chaparral's flush mil spec fuel caps are just one example of Mooney's extra quality and value.

Performance figures ±3%. Since equipment and specifications are subject to change without notice, please consult your Mooney Marketing Center for details.

Fastest, most economical performer in the 200 hp class.



The Mooney® Chaparral doesn't know it has just 200 horsepower. At altitude, with Ram Air boost on, it passes the competition. Striking the skies at up to 184 miles per hour cruise, it's neck and neck with Viking and Centurion—even though Chaparral costs far less. And it costs less on the ground, too, with simple systems that cause less downtime, and a miser's thirst for fuel.

Where can you find an airplane to surpass the Mooney Chaparral's sheer efficiency and performance-per-horsepower? You'd have to buy 100 more horsepower, and burn 5 gallons per hour more, to stay close to the Chaparral. Or stay back with the slowpoke 200-hp retractables which are up to 33 miles per hour *slower*.

Chaparral alone gives you the best of both—speed and economy. It's simply the fastest, most economical retractable in the 200 horsepower class.

And for good reason.

Efficient Mooney design

Laminar-flow wing with generous use of flush-riveting. Aerodynamically sealed ailerons, rudder, and elevators. Positive-action electric gear which retracts in just seconds.

Smooth, clean Mooney lines, mated with a ruggedized 200 horsepower Lycoming engine (1,600 hour recommended TBO), just about the most efficient engine around.

The Mooney exclusive of Ram Air boost combines with tuned manifold for an extra 1"-2" power at altitude without the expense and complication of a turbocharger.

Ruggedly reliable

The Chaparral has all of the rugged reliability that is Mooney. A continuous-spar wing is more than twice as strong as the FAA requires. Energy-absorbing roll-bar cabin design. Tough, rugged landing gear. Mil spec fuel caps, tough hardware and controls throughout, and a cabin door that closes as solidly as one in a \$100,000 twin. The entire plane is crafted with the same care and attention to detail that used to be reserved only for the most expensive singles.

18 miles per gallon... not 16 gallons per hour

The hungry retractables burn almost 6 gallons per hour more than the Chaparral, with little, if any, speed advantage. Fact is the Chaparral delivers a remarkable 18 miles per gallon at 75% cruise to stretch your flying up to 295 miles further with every 50 gallons when compared to other single-engine retractables.

That's where Chaparral economy begins. And it goes on and on. Rugged, simplified systems to keep downtime and maintenance expense low. Energy-absorbing, positive-action electric gear with no hydraulics or oleos to run up shop bills. A straightforward fuel system. Service-engineered access and inspection areas.

No wonder Mooney owners report an actual cost of operation far lower than for any other comparably-powered retractable.

Fighter feel that's still forgiving

The Chaparral's clean aerodynamics, matched with push-pull control rods for positive control response, make this airplane exceptionally pleasing to fly. You command Chaparral, not *vice versa*, without the undesirable surprises that some clean flyers sometimes demonstrate. Walk a Chaparral near a stall, and you still have positive aileron response that's more like a trainer than a moving machine. Shoot an ILS down to minimums when the wind's wrong and telling you about it every three seconds, and you'll appreciate Chap's agility, positive action controls, and low CG. Try a 60° bank turn in a Chaparral, and compare this clean machine's feel to what it felt like in the box car you may have been flying. Even if the Chaparral didn't get you where you're going a lot faster than most other aircraft, the sheer joy of flying Chaparral would make every trip worth it.

Positive Control: A Mooney exclusive

The Mooney Chaparral is available with PC, Mooney's Positive Control stability augmentation system that's smooth and sure, and utilizes both roll and yaw servos. PC's "brains" are integrated with the pictorial turn coordinator, which operates electrically. (Backup in the event of electric failure is provided by pneumatic operation.) PC keeps wings level with smooth, positive pneumatic servos, usually found in only the most expensive automatic flight systems. You can "fine tune" roll attitude with an integral roll trim adjustment on the turn coordinator.

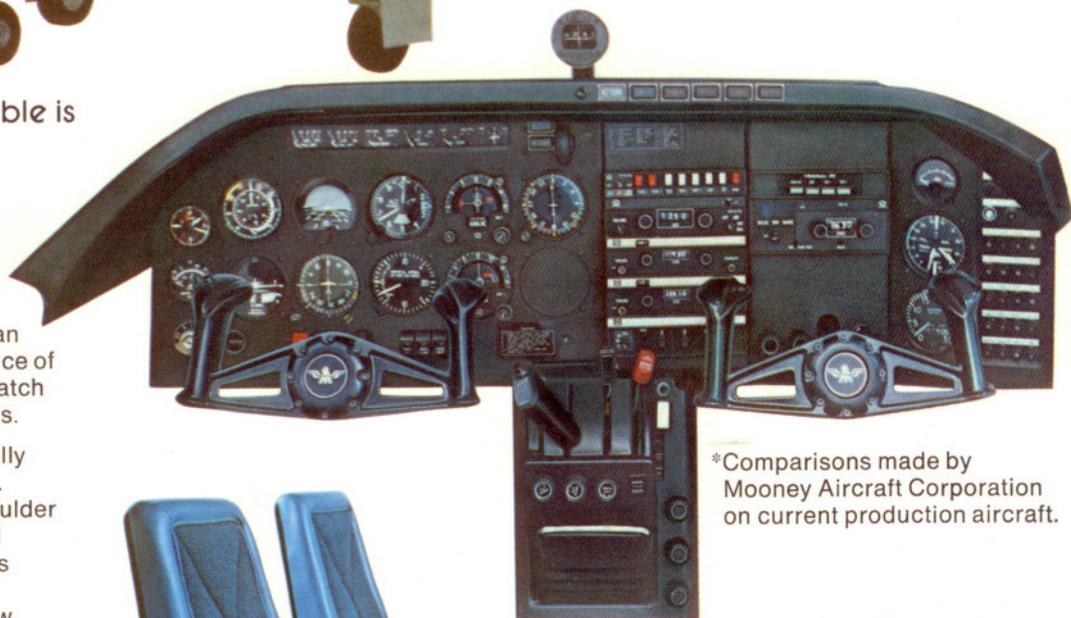


The fastest 200hp retractable is now wider than Viking or Arrow II.

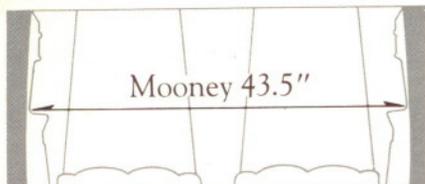
Without sacrificing a single knot of performance, Mooney engineers have given the Chaparral a New Dimension interior with more elbow room than Viking or Arrow II.* And your choice of eleven plush interior decors to match seven exterior color combinations.

Chap's standard rear seats are fully reclinable, and front seats adjust. Choose headrests, front seat shoulder harnesses for added comfort and safety. You'll like the new pockets behind the front seats, and performance features like the new remote mounted outside air temperature gauge, flush outside door handle, and wingtip strobes—all standard.

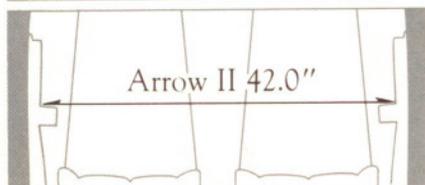
Then scrutinize Chap's New Dimension Panel. With annunciator lights built into



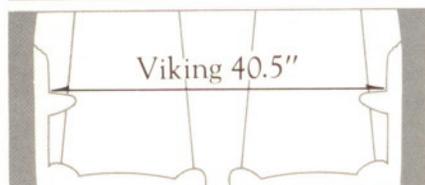
*Comparisons made by Mooney Aircraft Corporation on current production aircraft.



Mooney 43.5"



Arrow II 42.0"



Viking 40.5"

the new glareshield for line-of-sight viewing, power instruments canted towards the pilot. Human-factors engineered control wheel with integral autopilot interrupter switch, push-to-talk microphone button, maplight. Full flight instrumentation (standard) in the preferred T-arrangement. And centrally mounted avionics with a wide choice of King and Narco packages and options.

The Chaparral's performance is superior, with faster cruise and lower stall speed than Arrow II. And now the Chaparral's wider on the inside as well. Fly Chap at your Mooney Marketing Center.



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